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STONESTOWN VILLAGE PROJECT

INITIAL STUDY

October 17, 2001

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PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

(415) 558-6378 PLANNING COMMISSION FAX: 558-6409 ADMINISTRATION FAX: 558-6426 CURRENT PLANNING/ZONING FAX: 558-6409 LONG RANGE PLANNING FAX: 558-6426

October 20th, 2001

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TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: Paul Maltzer, Environmental Review Officer

RE: **Notice of Preparation of a Draft Environmental Impact Report**

The City and County of San Francisco Planning Department is the Lead Agency and will prepare an Environmental Impact Report for the following project:

2000.1258E: Stonestown Village Project – Located at the northwest corner of the existing Stonestone shopping center, the project site includes a two-screen cinema and about 1,455 surface parking spaces. The proposed project is to demolish the existing cinema and surface parking lots and to construct a retail/residential development. The proposed retail component, totaling approximately 114,950 gross square foot (gsf) would consist of a 70,000 gsf expansion to the Stonestown Galleria, a 38,250 gsf grocery story, and a 6,700 gsf neighborhood serving retail. Approximately 1,772 parking spaces would be provided for the new retail uses in two five-level parking structures, surface parking, and rooftop parking. The residential component would consist of 85 assisted living units, 329 market-rate residential units and 370 parking spaces. The residential community would consist of four buildings, a 12-story residential tower at 130-foot in height and three buildings at 40 foot in height. The proposed project would require the subdivision of Lot 22. To implement this project, this proposed project would require a Conditional Use authorization (CU) to amend the existing Planned Unit Development (PUD) to modify parking and rear yard setback requirements and to increase the residential density for the apartment community. In addition, an amendment of the Zoning Map would be needed to change the height district from 40 feet to 130 feet. The 13.6-acre project site is located in the Lakeshore neighborhood within Assessor's Block 7295 and includes portions of Lots 21 and 22. The site is primarily within a C-2 (Commercial Business) zoning district, and portions are within the 40-X and the 65-D height and bulk districts.

The Notice of Preparation of a Draft Environmental Impact Report (EIR) and Notice that an EIR is Determined to be Required for the above-referenced project are being sent to you because you have expressed an interest in the proposed project, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of these documents will be printed in a newspaper of general circulation on the day following the date of these notices. As stated in these Notices, the Planning Department has determined that pursuant to the California Environmental Quality Act (CEQA) an EIR must be prepared prior to any final decision regarding the project.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project.

Written comments on the scope of the EIR will be accepted until the close of business on November 19th, 2001. Written comments should be sent to: Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.

Paul Maltzer
Environmental Review Officer

October 16, 2001
Date

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT (EIR)
IS DETERMINED TO BE REQUIRED

Date of this Notice: October 20th, 2001

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street - 5th Floor, San Francisco, CA 94103-2414
Agency Contact Person: Tammy Chan **Telephone:** (415) 558-5968

Project Title: 2000.1258E – Stonestown Village Project
Project Sponsor: Pacific Acquisition Corporation
Project Contact Person: AF Evans c/o Shelby Campbell, **Telephone:** (415) 591-2206

Project Address: 3251 20th Avenue
Assessor's Block(s) and Lot(s): 7295/21 and 22
City and County: San Francisco

Project Description: Located at the northwest corner of the existing Stonestone shopping center, the project site includes a two-screen cinema and about 1,455 surface parking spaces. The proposed project is to demolish the existing cinema and surface parking lots and to construct a retail/residential development. The proposed retail component, totaling approximately 114,950 gross square foot (gsf) would consist of a 70,000 gsf expansion to the Stonestown Galleria, a 38,250 gsf grocery story, and a 6,700 gsf neighborhood serving retail. Approximately 1,772 parking spaces would be provided for the new retail uses in two five-level parking structures, surface parking, and rooftop parking. The residential component would consist of 85 assisted living units, 329 market-rate residential units and 370 parking spaces. The residential community would consist of four buildings, a 12-story residential tower at 130-foot in height and three buildings at 40 foot in height. The proposed project would require the subdivision of Lot 22. To implement this project, this proposed project would require a Conditional Use authorization (CU) to amend the existing Planned Unit Development (PUD) to modify parking and rear yard setback requirements and to increase the residential density for the apartment community. In addition, an amendment of the Zoning Map would be needed to change the height district from 40 feet to 130 feet. The 13.6-acre project site is located in the Lakeshore neighborhood within Assessor's Block 7295 and includes portions of Lots 21 and 22. The site is primarily within a C-2 (Commercial Business) zoning district, and portions are within the 40-X and the 65-D height and bulk districts.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal to the Planning Commission of this Determination that an EIR is required: November 19th, 2001 at 5:00 P.M.

An appeal requires: 1) a letter specifying the grounds for the appeal; and
2) a $209 filing fee.

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Paul Maltzer
Environmental Review Officer
Planning Department

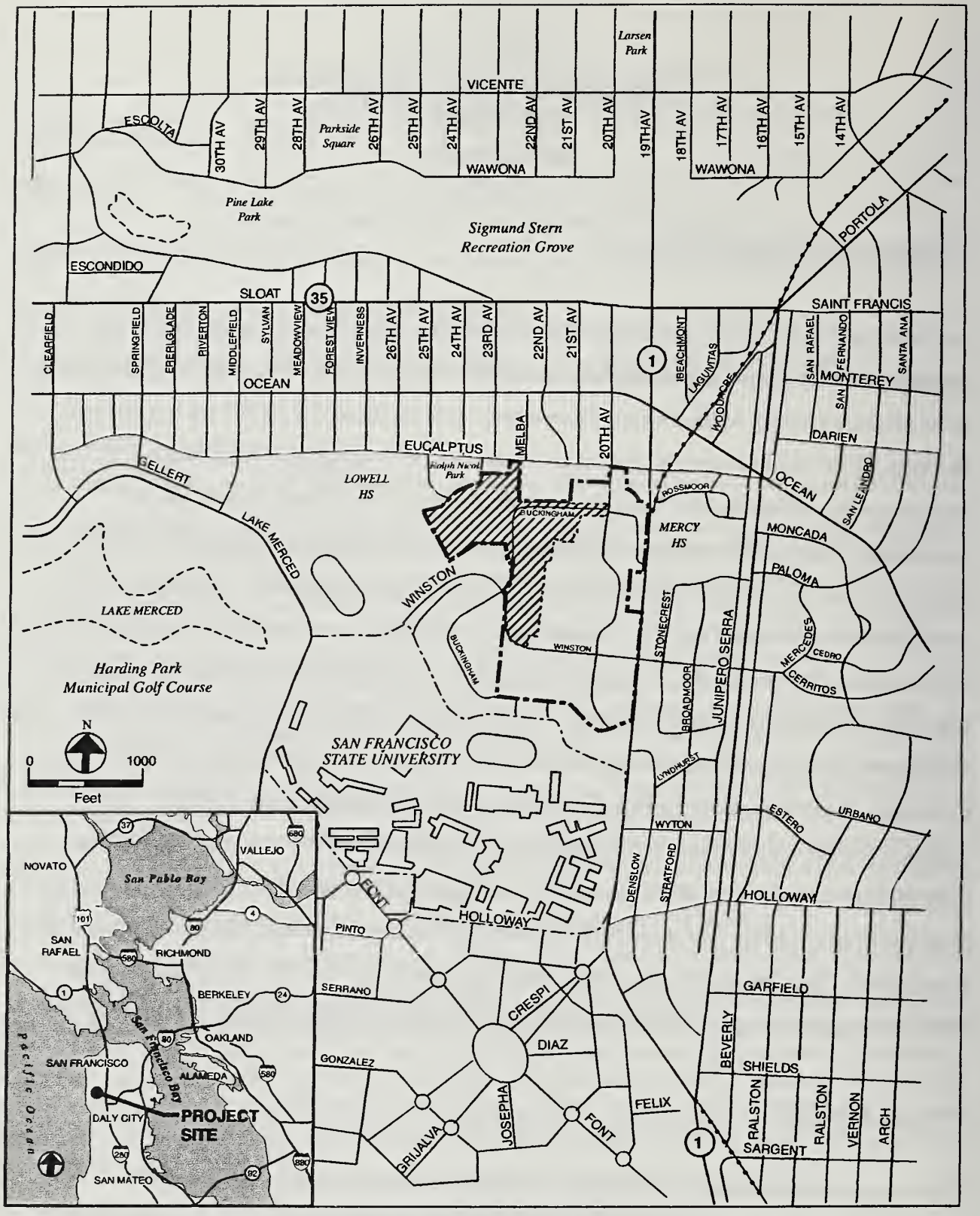
Stonestown Village Project
2000.1258E
Initial Study

I. PROJECT DESCRIPTION

Pacific Acquisition Corporation (Project Sponsor) proposes a mixed-use development on property presently occupied partially by a two-screen cinema and mainly used as surface parking at the northwest corner of the existing Stonestown Galleria. Stonestown Galleria is a regional shopping center in southwest San Francisco, located at 19th Avenue and Buckingham Way. For purposes of describing the development program, the project is defined by three project components: (1) a retail component including an addition to the existing Stonestown Galleria shopping center, a grocery store, and parking; (2) a residential component including a market-rate apartment community and a senior assisted-living housing complex and parking; and (3) a public open space component. A 36-inch-diameter sewer line would be relocated to permit construction of the apartment community. The project also includes associated landscaping, streetscape and internal circulation improvements. The project would require a subdivision of Lot 22 to create two separate parcels for the apartments and assisted-living housing. The proposed project would require a Conditional Use authorization (CU) to amend the existing Planned Unit Development (PUD) to modify parking and rear yard setback requirements for the assisted-living community, and residential density for the apartment community. In addition, an amendment of the Zoning Map would be needed on a portion of Lot 22, west of Buckingham Way, to change the height district from 40 feet to 130 feet to accommodate the residential tower.

Project Location

The site covers approximately 13.6 acres. The site is located south of Eucalyptus Drive immediately west and northwest of the Stonestown Galleria shopping center. Anchor tenants include Macy's and Nordstrom department stores. (See Figure 1, Stonestown Village Project Location.) The site straddles both sides of the L-shaped Buckingham Way, along its east-west



STONESTOWN VILLAGE

SOURCE: Turnstone Consulting

FIGURE 1: STONESTOWN VILLAGE PROJECT LOCATION

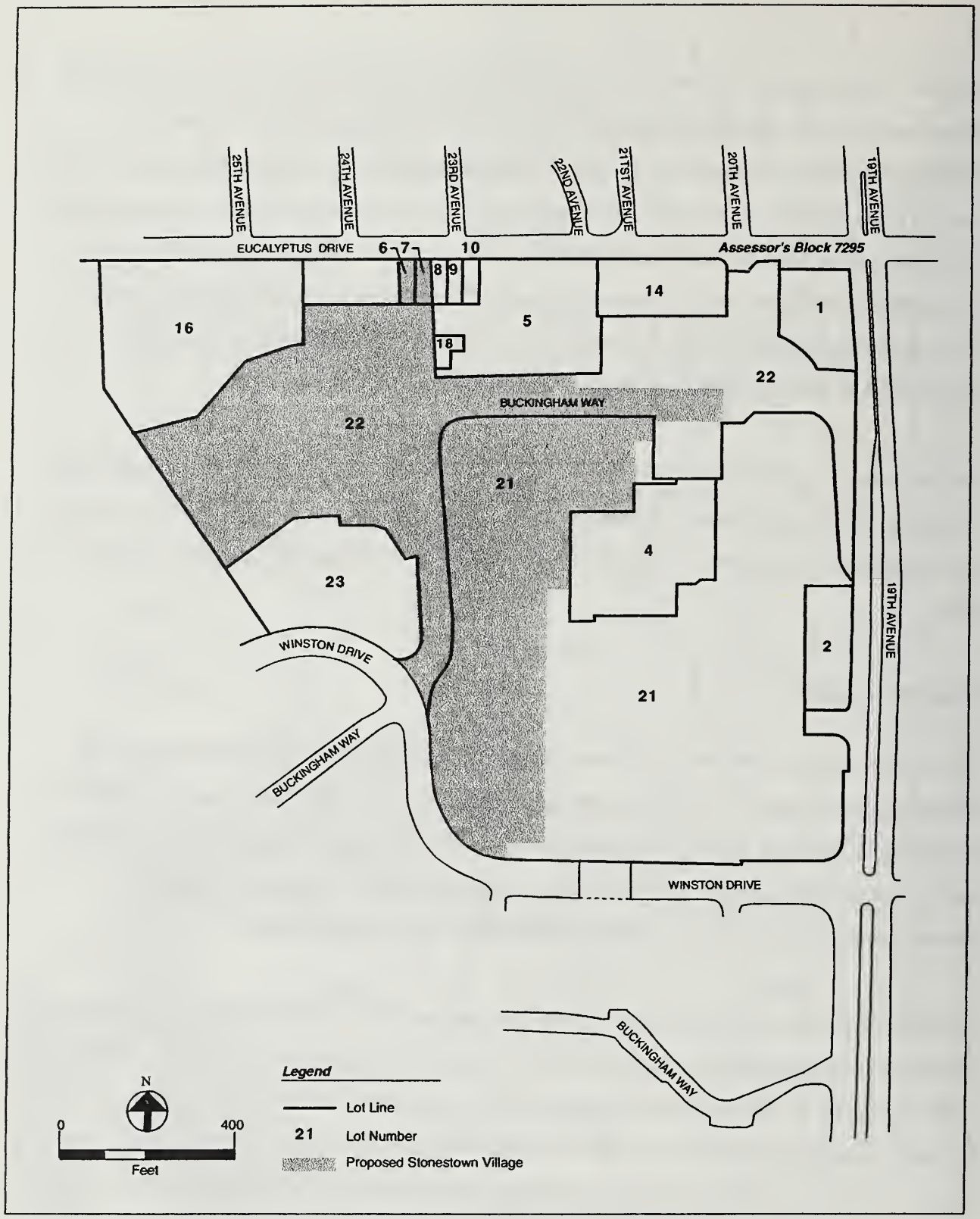
leg west of 20th Avenue and the north-south leg north of Winston Drive. The site is irregular in shape, and occupies Assessor's Block 7295, portions of Lots 21 and 22. (See Figure 2, Stonestown Village Lots in Assessor's Block 7295.) Vehicular access to the project site from the north is from Eucalyptus Drive via 20th Avenue, and from the east and west is via Winston Drive and Buckingham Way. Public transit access to the site is provided by MUNI routes 17, 18, 28, 29, and by MUNI Metro M line. The MUNI Metro M line stops at 19th Avenue and Winston Drive providing service between Downtown and Stonestown. MUNI routes 17, 18, and 29 have stops closest to the project site within the Stonestown area.

The project vicinity includes the Merced Manor neighborhood to the north, San Francisco State University and the Park Merced apartments to the south, the Lakeside neighborhood to the east, and Stonestown Apartments, Lowell High School, Lakeshore School and Lake Merced to the west.

Existing Conditions

The current use of the project site is primarily surface parking for the existing Stonestown Galleria shopping center, with about 1,455 parking spaces, and a 900-seat, two-screen cinema occupying 13,000 sq.ft. (which would be demolished for this project). The project also includes the reuse of 495 Buckingham Way, a one-story, approximately 3,500-square-foot, vacant building south of the cinema, as a leasing office for the new residential units.

The affected portion of Lot 21 contains about 815 parking spaces. It is surrounded on the east by Stonestown Galleria including the building containing Macy's department store, and on the south by parking structures for the Nordstrom store (and other Stonestown Galleria retail). St. Stephen's School is to the north. On the west, the project site is bounded by Buckingham Way running north-south, with the proposed residential parcel lying beyond. Buckingham Way runs east-west through the proposed retail parcel with development proposed for both sides of the street.



STONESTOWN VILLAGE

SOURCE: Turnstone Consulting

FIGURE 2: STONESTOWN VILLAGE LOTS IN ASSESSOR'S BLOCK 7295

The affected portion of Lot 22 contains about 640 parking spaces. The cinema occupies the southeast corner of the lot. St. Stephen's Church lies to the north, and the existing two-story to ten-story Stonestown Apartments are to the south of Lot 22. The eastern edge is bounded by the north-south-running Buckingham Way. Rolph Nicol Park and its children's playground borders the northwest corner of the site; open space, owned by Stonestown, and Lowell High School property border the western edge of the lot. The pine and eucalyptus trees on the western edge of the project site are part of the Stonestown property. The current proposal would relocate a 36-inch-diameter sewer line that runs east-west across the residential portion of the site to the southern edge of the parcel to clear the property for development. The paved area adjacent to St. Stephen's Church (east of the church) on Lots 6 and 7 is part of the project site.

Proposed Project

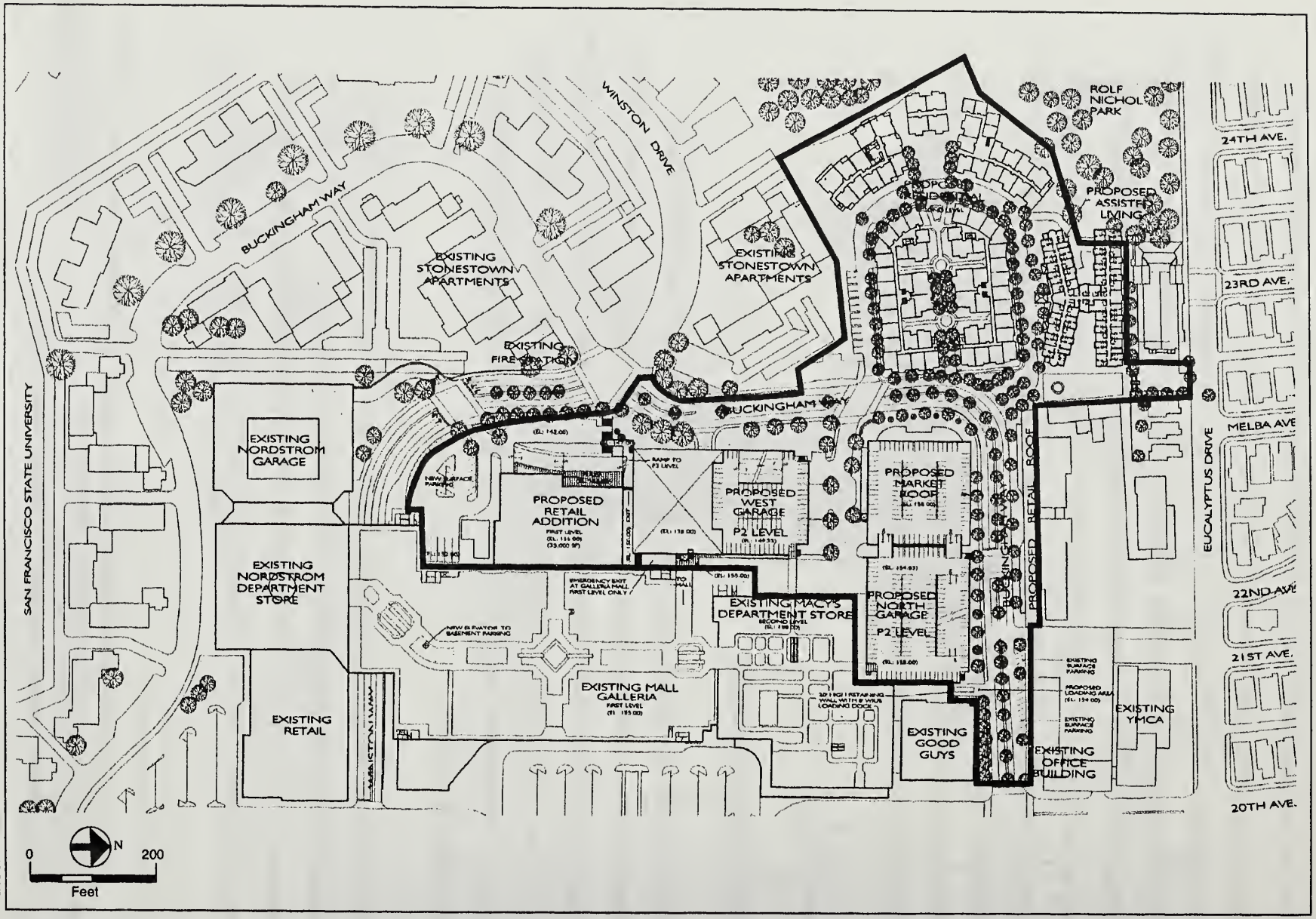
Retail and Parking Development

The proposed retail component, largely on Lot 21, would consist of a new addition to the Stonestown Galleria, a grocery market, and neighborhood-serving retail. (See Figure 3, Project Site Plan.) The proposed retail portion of the site is approximately 7.7 acres and is currently used as an 815-space surface parking lot for the Galleria. The parking lot would be removed and the 815 existing parking spaces would be replaced within the proposed retail component's new parking structures and lots.[1]

The proposed retail component involves the construction of five new structures. The retail development would total approximately 114,950 gross square feet (gsf) of new retail space (net increase of 101,950 gsf).[2] Existing parking would be removed and replaced in two new parking structures and two new surface lots, plus parking on the roof of the proposed new

[1] About 653 existing parking spaces displaced from the proposed residential portion of the site would also be replaced within the retail component's new parking structures and lots.

[2] The project would involve demolition of a 13,000 gsf cinema structure.



STONESTOWN VILLAGE

SOURCE: Patri Merker Architects

FIGURE 3: PROJECT SITE PLAN

grocery store. The proposed new retail buildings and parking facilities are described in more detail below.

New Retail

The proposed project would contain a 70,000 gsf, two-story (55-foot-tall) addition to the Stonestown Galleria. (See Figure 4, Elevations Showing Retail Uses.) The addition would be attached to the western side of the central building and would include one level of below-grade parking.

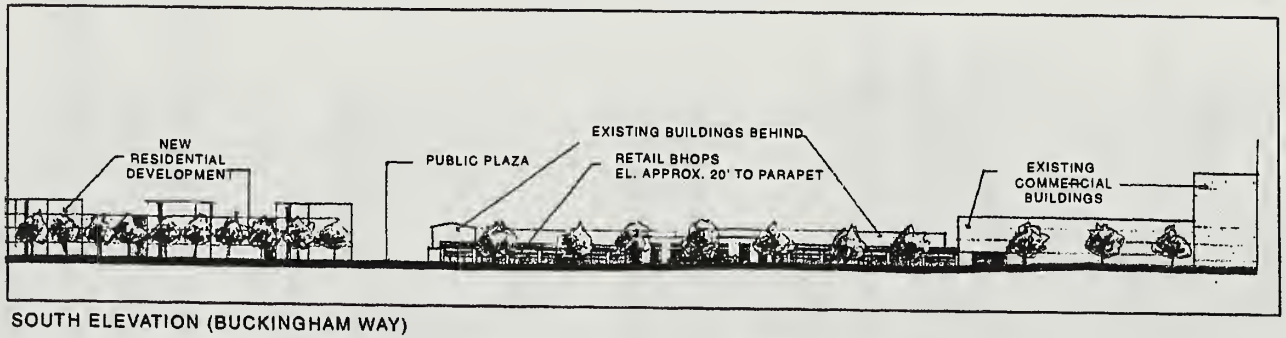
The project would include an approximately 38,250 gsf, one-story (30-foot-tall) free-standing retail building for a grocery store and other neighborhood retail. The grocery store would front Buckingham Way, near the intersection of its north-south and east-west segments. There would be approximately 100 parking spaces on the roof of this grocery store building.

The project would also include a one-story (25-foot-tall) building containing approximately 6,700 gsf of neighborhood-serving retail space, located on the north side of the east-west segment of Buckingham Way.

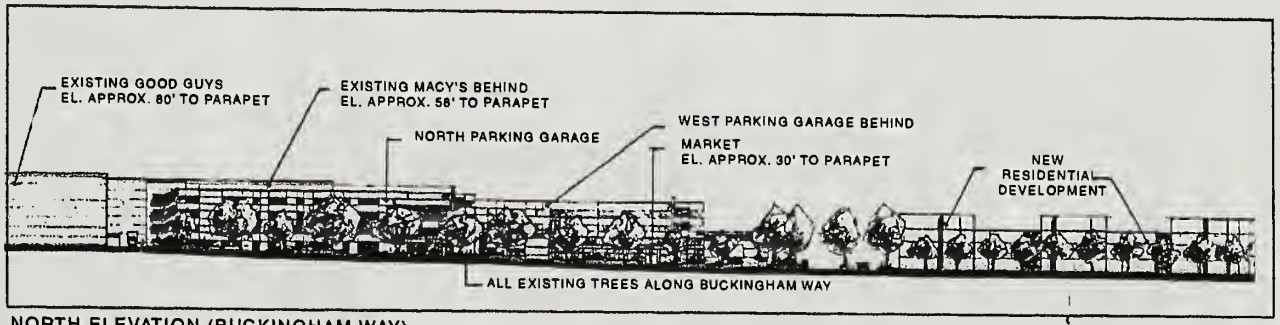
Parking

Approximately 1,772 parking spaces (approximately 525,660 gsf) for retail uses would be provided in two five-level parking structures, surface parking and rooftop parking.

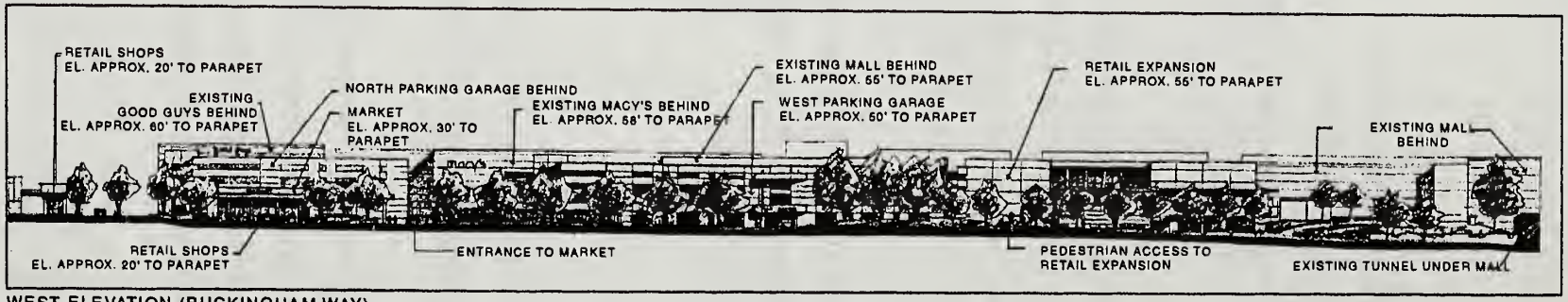
The five-story (45-foot-tall) west parking structure would contain about 915 parking spaces. This structure would include pedestrian bridges on two levels connecting it to the Macy's store (existing anchor tenant) and the Galleria. It would be located immediately east of the north-south segment of Buckingham Way and west of the existing central Galleria building.



SOUTH ELEVATION (BUCKINGHAM WAY)



NORTH ELEVATION (BUCKINGHAM WAY)



WEST ELEVATION (BUCKINGHAM WAY)

0 100

Feet

STONESTOWN VILLAGE

SOURCE: Patri Merker Architects

FIGURE 4: ELEVATIONS SHOWING RETAIL USES

The five-story (50-foot-tall) north parking structure would include about 683 parking spaces. This structure would also include pedestrian bridges on two levels connecting it to the existing Macy's store, and would be located immediately south of the east-west segment of Buckingham Way and to the north of Macy's.

The proposed project would provide a total of about 71 parking spaces in two new surface parking lots. One lot would be located west and south of the proposed Galleria addition, and one west of Macy's.

The proposed project would also include a total of about 103 parking spaces on the roof of the grocery store building.

Currently, there are about 3,575 parking spaces serving Stonestown Galleria. The proposed project would displace about 1,468 parking spaces; about 815 of these spaces occupy the area of the project's proposed retail component and about 653 spaces occupy space planned for the residential component. Overall, a total of about 2,107 parking spaces of the existing structured and surface parking for Stonestown Galleria shopping center would remain. The project would provide about 1,772 new parking spaces to replace the approximately 1,465 existing surface parking spaces displaced by the proposed development and to support the new retail. The net increase in retail parking from the proposed development would be about 304 spaces.[3]

Residential Development

The proposed residential development would be situated on a portion of Lot 22 at the northwest portion of the project site, located west of Buckingham Way and northwest of the existing Stonestown Galleria and proposed retail development. The residential site is approximately 5.9

[3] 2,107 existing remaining spaces + 1,772 new spaces = 3,870 total spaces - 3,575 existing spaces = 304 net new parking spaces.

acres total, and is currently occupied by about 640 surface parking spaces for the Galleria and a cinema.

This component of the project would involve demolition of the cinema structure and construction of four new structures. The residential program would include about 85 assisted-living units, about 329 market-rate residential units,[4] redevelopment of an existing vacant building for a leasing office, and a total of about 370 parking spaces. (See Figure 5, Elevations Showing Residential Uses.) The elements of the residential component are as follows:

Senior Assisted-Living Community

The senior assisted-living site is approximately 0.9 acres, and is located at the northeast corner of the residential site. The proposed 70,300 gsf, three-story (40-foot-tall) building would include 72 assisted-living apartments and 13 units in an Alzheimer-Dementia Care unit on two residential floors. The ground level would provide resident amenities (dining room, kitchen, common living room, activities room), administrative space and mechanical rooms. The facility would also provide 35 parking spaces on the ground level of the building.

The assisted-living community would front on a new private loop road that would provide access to both the assisted-living and apartment communities. The proposed project would be set back ten feet from the rear property line; therefore, it would not meet the rear yard setback requirement in Planning Code Section 134(a)(1).[5] There would be no front setback; none is required under the Planning Code. St. Stephen's Church is located north of the site and to the rear of the assisted-living building.

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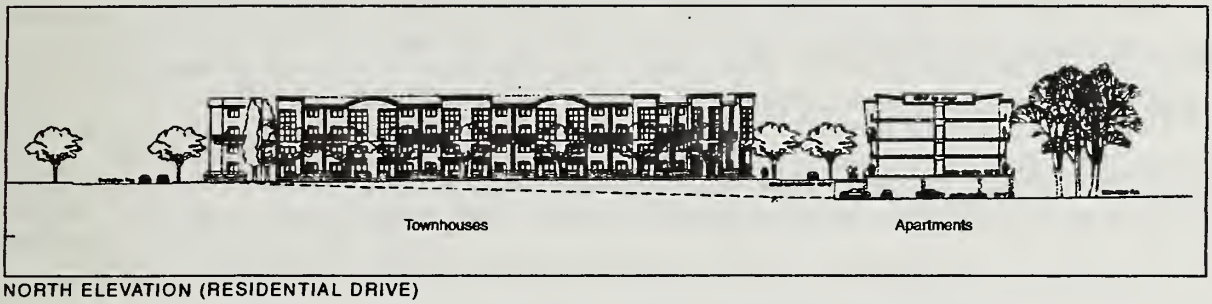
[4] The project is intended to be market-rate housing; the project sponsor would meet whatever affordability requirements are in effect at the time of project approval.

[5] According to Planning Code Section 134(a)(1), the minimum rear yard depth for all buildings in a C District should be equal to 25% of the total depth of the building lot, but in no case less than 15 feet.

EAST ELEVATION (BUCKINGHAM WAY)



NORTH ELEVATION (RESIDENTIAL DRIVE)

EAST ELEVATION (RESIDENTIAL DRIVE)

0 100
Feet

STONESTOWN VILLAGE

SOURCE: McLarand Vasquez Emsiek

FIGURE 5: ELEVATIONS SHOWING RESIDENTIAL USES

Apartment Community

The apartment community site is approximately five acres. The western edge of the property, comprised of more than 30,000 square feet, is a steep slope and would remain undeveloped open space. The proposed apartment community would consist of 329 apartments (63 townhomes and 266 apartments) in three buildings over one level of below-grade parking.

Two of the buildings would be located near the western edge of the project site and oriented along the western side of a new horseshoe-shaped private loop road; this road would provide access to all of the proposed residential structures from Buckingham Way. The southern of these two buildings (Building One) would be a 122,175 gsf, 12-story (130-foot-tall) structure, with 120 apartment units. The northern of these two buildings (Building Two) would be a 59,624 gsf, four-story (40-foot-tall) structure with 80 apartment units. The third building (Building Three), in the center of the proposed new loop road, would create a new block with an internal courtyard. Building Three would be a 136,329 gsf, four-story (40-foot-tall) structure, with 63 townhomes and 66 apartment units. The townhomes would be located along the perimeter of the building, with the apartments located on the interior of the block.

The residential component of the project would also include the redevelopment of a one-story, approximately 3,500-square-foot, vacant building in the southeast corner of the residential parcel at 495 Buckingham Way. It would be redesigned for use as the central leasing office.

The parking layout would provide for approximately 332 parking spaces, consisting of about 320 parking spaces in the below-grade parking garage and about 12 surface parking spaces. Three of the surface spaces would be used for prospective tenants or guests and the rest of the parking spaces would be reserved for residents.

Although a front yard setback is not required, the townhouses would be set back from the Buckingham Way property line. The buildings would be set back approximately 80 feet from the rear property line.

Sewer Line Relocation

The current development program proposes to relocate a 36-inch-diameter sewer line located at the southern edge of the project site, to clear the property for the proposed residential buildings. The sewer line would be moved to a site approximately 20 feet from its present location, under the new loop road accessing the residential buildings.

Public Plaza and Open Space

The project includes an approximately 8,000 sq.ft. public pedestrian plaza to the east of the senior assisted-living facility. It would provide an open space transition between the project and the existing Merced Manor neighborhood, and could include improvements on Lots 6 and 7. The project also proposes preservation of approximately 30,000 sq.ft. of sloped, wooded open space at the west edge of the project site.

Project construction is expected to be phased. Although the precise timing and sequence has not been determined, it is anticipated to be as follows. The apartment community would be constructed first. The assisted-living facility and Phase I of the retail addition and parking would begin approximately six months later. Phase I of the retail addition would include the free-standing retail building for the grocery store, neighborhood retail, and the north parking structure. Phase II of the retail addition would begin about one year after the first retail phase. Phase II of the retail development would include the Galleria addition and the west parking structure. Overall, construction would take about two and one-half years.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the Stonestown Village project and proposed rezoning, including the approvals described on pp. 15-16, to identify potential effects on the environment. On the basis of this study, project-specific effects that have been determined to be potentially significant relate to transportation, air quality, and shadows. These issues will be analyzed in the Environmental Impact Report (EIR). Land use and visual quality/urban design will be discussed in the EIR for informational purposes. Topics noted "TO BE DETERMINED" mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE POTENTIALLY SIGNIFICANT

The following effects of the Stonestown Village project have been determined to be either insignificant or to be mitigated to a level of insignificance through measures included in the project: population, noise, construction air quality, wind, biology, public services and utilities, geology/topography, water, energy/natural resources, hazards, archaeological resources, and historic architectural resources. These issues are discussed below and require no further environmental analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_	X

		Not Applicable	Discussed
2.	Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_	X

The City Planning Code, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless the proposed project conforms to the Code, amendments to the Code are included as part of the project, or an exception is granted pursuant to provisions of the Code. The proposed development site (portions of Lots 21 and 22) is primarily within a C-2 (Community Business) district, which permits retail and residential uses and has a base floor area ratio (FAR) of 3.6 to 1.[6] The western and northern portions of the site containing the residential component are in a 40-X height and bulk district (maximum allowable height of 40 feet, no bulk controls). The site of the retail component and the main Stonestown Galleria shopping center are in a 65-D height and bulk district (maximum allowable height of 65 feet with bulk controls over 40 feet in height). Lots 6 and 7 along Eucalyptus Drive and the eastern edge of Lots 21 and 22 along 19th Avenue are in a narrow strip of RH-1(D) (Residential House District, One Family (Detached Dwellings)).

The following approvals would be sought for the project:

- Conditional Use authorization (CU) for an amendment to the existing Stonestown Galleria Planned Unit Development (PUD) to modify parking and rear yard setback requirements for the assisted-living building, and residential density for the apartment community;
- Amendment of the Zoning Map height district to increase the height limit from 40 feet to 130 feet for the residential development site that roughly occupies most of Lot 22 west of Buckingham Way (See Figure 2: Stonestown Village Lots in Assessor's Block 7295);

[6] See Section 124 of the Planning Code.

- Subdivision of Lot 22 to create two separate parcels for the apartments and assisted-living housing;[7]
- Determination for any net new shadow on Rolph Nicol Park or Harding Park as applicable under Section 295;
- Review and approval by the Department of Public Works of the sewer line relocation.

According to Planning Code Section 151, the retail parking requirement is one space per 500 sq.ft. up to 20,000 sq.ft. of retail space and one space per 250 sq.ft. for space in excess of 20,000 sq.ft. The parking requirement for the existing retail is approximately 3,337 spaces. A total of 3,664 parking spaces (3,337 plus 327 parking spaces for existing and net new retail, respectively) would be required for the 936,005 sq.ft. of retail space in Stonestown Galleria with the proposed addition. This includes the net increase of 91,755 net square feet (nsf) of occupied floor area of new retail in the proposed project, where the occupied floor area is approximately 90% of the 101,950 net new gross sq. ft. of retail space.

All of the existing parking spaces that would be displaced by the proposed project would be replaced to maintain the existing 3,575 parking spaces for the existing retail. Total parking spaces provided for all retail–existing and new–would be about 3,879 parking spaces, as compared to the Code requirement of about 3,764 spaces.

Amendment of the Zoning Map to increase the height limit from 40 feet to 130 feet in the residential development; the subdivision of Lot 22; and the CU for the amendment to the PUD, will be discussed in the EIR. The Section 295 shadow analysis also will be presented in the EIR.

The Stonestown Village project would require review by the Planning Commission, the Department of Public Works, and the Board of Supervisors in context of the *San Francisco General Plan* and other relevant plans. Applicable Area Plans and Elements of the *General Plan*

[7] The assisted-living site would be approximately 0.9 acres and the apartment development site would be approximately five acres. Of the five acres, only 4.3 acres is developable land.

include the Residence Element, the Commerce and Industry Element, and the Urban Design Element. If the project, on balance, were to have substantial conflicts with *General Plan* objectives and policies, it could not be approved. Plans and policies will be discussed in the EIR for informational purposes. A brief summary of relevant *General Plan* policies and applicable Zoning Map and Planning Code provisions will also be included.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current proposed project would not obviously or substantially conflict with the *General Plan*. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

Environmental plans and policies are those, like the Bay Area Quality Management District's *1997 Clean Air Plan*, that directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to

issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case report for the Conditional Use authorization and subsequent motion for the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight Priority Policies.

ENVIRONMENTAL EFFECTS

Except for the categories of transportation, air quality, and shadows, as noted above, all items on the Initial Study checklist incorporated herein have been checked "No" indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several checklist items have also been checked "Discussed" indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1.	**Land Use** - Could the project:	Yes	No	Discussed
	a. Disrupt or divide the physical arrangement of an established community?	_	X	X
	b. Have any substantial impact upon the existing character of the vicinity?	_	X	X

As noted in project description, Stonestown Galleria including the project site is primarily in the C-2 (Community Business) zoning district. The proposed uses are all permitted land uses within this district. The district covers a substantial area and is composed of a variety of uses that

include retail, parking, institutions and housing. Land use in the vicinity of the proposed project is a mix of retail, office, public/institutional uses (university, schools, libraries, churches, YMCA and fire station), low-density residential and highrise residential, parks and open spaces, and parking.

The proposed project would increase existing retail uses at Stonestown Galleria by demolishing the cinema and adding other new retail uses, including a new addition to the Galleria, a grocery market and other neighborhood-serving retail. It would change land uses by replacing a parking lot with residential uses. The proposed residential uses would be located in the portion of the project site that lies south of Eucalyptus Drive, with Merced Manor residential neighborhood across the street (on the north side of Eucalyptus Drive), and north of Stonestown Apartments, immediately adjacent to the site. Therefore, the project's proposed addition of residential uses would be compatible with the character of the surrounding neighborhood.

Overall, the project would be consistent with existing and planned land uses in the vicinity and would not have a substantial adverse effect on land use. It would not disrupt or divide an established community. Land use will be discussed in the EIR for informational purposes.

2.	**Visual Quality** - Could the project:	Yes	No	Discussed
a.	Have a substantial, demonstrable negative aesthetic effect?	_	X	X
b.	Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_	X	X
c.	Generate obtrusive light or glare substantially impacting other properties?	_	X	X

The project site is adjacent to (and north of) the existing two-, three-, and ten-story Stonestown Apartments; San Francisco State University lies one block south of the Galleria and Stonestown

Apartments. The existing two-story, 53-foot-tall Stonestown Galleria is similar in height or taller than most of the buildings in the immediate vicinity, including the low-rise portion of the Stonestown Apartments; both churches on 19th Avenue, the two-story GK1-SF Indonesian Presbyterian Church and the two-story Temple Baptist Church; the two-story St. Stephen's Church on Eucalyptus Drive; and the two-story YMCA building on Eucalyptus Drive between 20th and 21st Avenues and the four-story office building at the intersection of Buckingham Way and 20th Avenue.

Surface parking would be removed to accommodate the proposed addition to the existing Stonestown Galleria, the grocery market, neighborhood-serving retail, and structured parking. Surface parking and the existing two-screen cinema would be demolished to accommodate the proposed apartment community, senior assisted-living housing complex, and parking. The project would construct primarily low-rise structures (two to four stories) with the exception of one high-rise residential building up to 12 stories (130 feet tall). The proposed project would increase the scale of development on the project site; the height and bulk of the proposed high-rise apartment building would, however, be similar to the existing ten-story Stonestown Apartments, the six- to seven-story San Francisco State University buildings south of the existing Stonestown Galleria, and the more-distant 12-story Park Merced Apartments. The projects would include landscape and streetscape features to enhance the site.

Views of the project site from 19th and 20th Avenues, from Eucalyptus Drive, and from the nearby San Francisco State University on 19th Avenue would be altered with views of project buildings. From Rolph Nicol Park, views would change to housing and retail buildings in place of the present surface parking lots.

The facade of the proposed retail addition would be designed to be complementary to the style of the existing Stonestown Galleria; the multi-unit residential buildings would not appear substantially different from the existing apartment buildings in the neighborhood. Therefore, the project would not have a substantial adverse aesthetic effect. The project would be built with

standard materials and fixtures that meet contemporary seismic and fire safety standards. It would not include mirrored glass.

The proposed project would include outdoor lighting typical of retail and multi-unit residential buildings in the project vicinity; no unusual amount of light or glare would be created that would interfere with nighttime views. Therefore the project would not cause significant light and glare and no further discussion is required in the EIR.

The project would not have substantial adverse effect on scenic views or vistas from public open space or from other locations, nor would it otherwise have a substantial negative aesthetic effect. However, for informational purposes and to assist in the understanding of the project, the EIR will discuss visual quality and urban design and will provide several photomontages of the proposed buildings in context of surrounding structures.

3.	**Population** - Could the project:	Yes	No	Discussed
a.	Induce substantial growth or concentration of population?	_	X	X
b.	Displace a large number of people (involving either housing or employment)?	_	X	X
c.	Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_	X	X

The proposed project would demolish a 900-seat, two-screen cinema. Demolition of the existing building on site would displace approximately 37 employees, based on an employment density factor of 350 sq.ft. per employee for commercial use.[8] Business displacement in this context is an economic impact that would not be a significant environmental impact under CEQA.

[8] Keyser Marston Associates, Inc. and Gabriel Roche, Inc., *Jobs Housing Nexus Analysis, City of San Francisco*, July 1997, p. 31.

Based on an employment density factor of 350 sq.ft. per employee for retail use,[9] the proposed retail addition would be expected to add approximately 328 employees to San Francisco's economy for a net increase of about 291 employees.[10] This increase in employment would be about 0.04% of total employment of 731,660 employees projected for San Francisco in year 2020, and it would be about 0.28% of employment growth of 102,800 jobs projected from 2000-2020.[11] This potential increase in employment would be small in the context of total employment in San Francisco.

Increases in a city's employment in turn increase demand for local housing. San Francisco is the central city (and most urban place) in an attractive region. The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited and because land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

The proposed project would generate a demand for about 74 residential units.[12] Thus the project would not create substantial demand for new housing. Further, the project is a mixed-use development and proposes to build 329 residential units,[13] and 85 assisted-living units for

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[9] Ibid.

[10] The addition of 328 jobs and displacement of 37 jobs would bring the total employment at Stonestown Galleria to approximately 2,643.

[11] Data from Association of Bay Area Governments, *Projections 2000,* located at http://www.abag.ca.gov/abag/overview/pub/p2000

[12] Op. cit., Keyser Marston Associates, Inc., July 1997, Section III, pp. 30-33.

[13] The project is intended to be market-rate housing; the project sponsor would meet whatever affordability requirements are in effect at the time of project approval.

seniors; this would exceed the demand created by the net new employment. Housing demand in and of itself is not a physical environmental effect.

As stated above, there is substantial demand for new residential space in San Francisco. Based on standard household density factors in use in San Francisco and the approximate mix of units anticipated by the project sponsor,[14] the proposed 329-unit residential development would house about 524 people. The 85-unit assisted-living building is estimated to accommodate approximately 86 people (one person per assisted-living unit, with two people in one of the studio apartments in the proposed Alzheimer-Dementia Care unit). Overall the residential component of the project would accommodate approximately 610 people. Currently, there are no residences on the site.

This increase in residents and employees would not substantially increase the existing area-wide population, and the resulting density would not exceed levels which are common and accepted in urban areas such as San Francisco. Based on the above analysis, no significant physical environmental effects on population would occur, and these issues require no further analysis in the EIR.

4.	**Transportation/Circulation** - Could the project:	Yes	No	Discussed
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To be determined

[14] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.7, p. C.5, certified September 17, 1998. The anticipated mix would include about 38 studios and 142 one-bedroom, 137 two-bedroom, and 12 three-bedroom units; for purposes of calculation, 10% are assumed to be below-market-rate units.

		Yes	No	Discussed
b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To be determined		
c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To be determined		
d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To be determined		

Increased employment and housing at the project site would place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts. The analysis will take into account the project's contribution to cumulative traffic effects.

5.	**Noise** - Could the project:	Yes	No	Discussed
a.	Increase substantially the ambient noise levels for adjoining areas?	_	X	X
b.	Violate Title 24 Noise Insulation Standards, if applicable?	_	X	X
c.	Be substantially impacted by existing noise levels?	_	X	X

The ambient noise environment in the project vicinity is dominated by traffic noise. The Environmental Protection Element of the *San Francisco General Plan* estimates that the noise

level in the Stonestown area is about 55 dBA Ldn[15] as shown on Map 1 (p. I.6.13). The Transportation Noise section of the Element notes that "Surface transportation faciliteis constitute a major contributor to today's noise levels." Therefore, along major roadways and freeways, noise levels are generally higher than near quiet residential streets. Map 2 in the Environmental Protection Element shows that noise levels along 19th Avenue are about 80 dBA, and along Winston Drive and Buckingham Way in the vicinity of the Stonestown Galleria noise levels are about 70 dBA (p. I.6.15).

The noise section in the 1983 *Stonestown Expansion and Renovation EIR*, Noise Section reported that the portion of the site now planned for residential use had a daytime equivalent noise level (L_{eq}) of 53 dBA, and the vicinity of the retail component of the project site (west of Buckingham Way and north of Winston Drive where the existing two-story to ten-story Stonestown Apartments are located) had an L_{eq} of 59 dBA.[16] Thus, noise levels near less-busy streets are lower than those adjacent to major roadways.

The project would involve retail use consistent with those at Stonestown Galleria now, and residential uses consistent with the nearby neighborhood. Noise created by project operation would be due to additional automobile traffic, truck deliveries, ventilators and other mechanical equipment, and the general coming and going of residents, employees, patrons, and other visitors. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people.

An analysis of background traffic information prepared for the project's Transportation Study shows that the project would add about 530 vehicles to local intersections in the p.m. peak hour

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[15] dBA stands for decibels reported on the A-weighted scale. The decibel (dB) is the unit of measurement for sound; the A-weighted scale simulates the response of the human ear to various frequencies of sound. Ldn is the day-night equivalent sound level; it adds a 10 dB penalty for nighttime noise during the hours of 10 p.m. to 7 a.m.

[16] San Francisco Planning Department, *Stonestown Shopping Center Renovation and Expansion EIR*, Case No. 83.98E, SCH No. 86020419, certified August 7, 1986, pp. 111 - 114, citing Charles M. Salter Associates, Inc. *Noise Section, Stonestown Expansion and Renovation EIR, San Francisco, California,* October 31, 1983, Table 1: Existing Noise Levels.

of a typical weekday, and about 610 vehicles during a typical weekend midday peak hour (1:15 to 2:15 p.m.).[17] These vehicles would be spread throughout the area around the project site and would contribute to traffic noise in the vicinity of the project. Comparing existing traffic counts at 11 nearby study intersections with estimates of existing-plus- project-generated traffic shows that the project would cause increases of two percent to 20 percent, depending on the intersection, during the weekday and weekend peak hour.[18] Thus, the project would not double existing traffic volumes and would not cause significant increases in traffic noise.

Future cumulative traffic growth in the project vicinity would cause additional growth in area traffic by the year 2015. Estimates of this overall growth in traffic have been prepared.[19] These results show that traffic could increase by as much as 15 - 16% at most of the intersections in the project vicinity, with the exception of Winston Drive and Buckingham Way, and Buckingham Way and 20th Avenue, operating at slightly higher increases of 17% and 19%, respectively. While this is a noticeable increase, traffic noise would change by less than three decibels, and would not be noticeable to most people outside a laboratory testing situation.

The noise insulation requirements of Title 24 of the California Code of Regulations would apply to the residential buildings in the project. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels and motels). The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission. The project would be required to comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates mechanical equipment noise. Project operation would not result in noise levels perceptibly greater than those in the vicinity of the site.

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[17] Chi-Hsin Shao, CHS Consulting Group, Memorandum to Tammy Chan, San Francisco Planning Department Major Environmental Analysis Section, October 9, 2001.

[18] Ibid.

[19] Ibid.

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would take about 24 to 30 months. Construction noise is generally intermittent, and by definition, temporary. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Most project buildings, except the residential tower, would use shallow foundations with either mat or interconnected grid foundations, neither of which include pile driving. Construction noise for placement of these types of foundations would be the same as noise from other typical construction activities.

The greatest amount of noise would be produced by pile driving. The 12-story residential tower is expected to use either a deep foundation system with either steel or Tubex piles, or a shallow foundation supported on soil-cement columns. The steel piles would require pile driving. Tubex piles are inserted by means of an augur drill and are not pounded into place; therefore, this foundation system would not create unusual amounts of noise. Construction of the soil-cement columns would involve substantial amounts of drilling, but would not involve pile driving; therefore, this foundation system would not involve unusual amounts of construction noise. Pile driving is unusually noisy and can cause ambient noise levels of up to about 90 dBA at 50 feet from the pile driver.

If pile driving were necessary for the residential tower, it would take place following site preparation and excavation, and would occur for three to four weeks or less. During pile driving, there would be times when noise would interfere with indoor activities in the Sutro Library on Winston Drive, the adjacent residential buildings, St. Stephens Church, and possibly at St. Stephens School and Lowell High School adjacent to and within about 400 to 800 feet of the pile driving site. Pile driving noise could temporarily interfere with outdoor activities at nearby school playgrounds at St. Stephens School and at Lowell High School, as well as outdoor activities at Rolph Nicol Park. Pile driving noise would be noticeable at other sensitive locations such as the residential uses on Winston Drive, Mercy High School on 19th Avenue, and

Lakeshore Alternative School on Middlefield Drive beyond Lowell. While noticeable, noise would not interrupt indoor or outdoor activities at these locations because they would be further from the noise source.

Pile driving activities would occur during a relatively short period of three to four weeks or less during the overall 24- to 30-month construction period. Therefore, the inconvenience caused by pile driving noise would be a temporary construction noise impact and would not be a significant environmental effect.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools, such as jackhammers and pile drivers, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by five dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements.

Based on the above analysis and discussion, noise impacts will not be addressed further in the EIR.

6.	**Air Quality/Climate** - Could the project:	Yes	No	Discussed
a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	To be determined		
b.	Expose sensitive receptors to substantial pollutant concentrations?	To be determined		
c.	Permeate its vicinity with objectionable odors?	_	X	X

		Yes	No	Discussed
d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?			To be determined

Effects on Ambient Air Quality

Construction Emissions. During construction, air quality could potentially be affected for short periods. Excavation and movement of heavy equipment could create fugitive dust and emit criteria pollutants as a result of diesel fuel combustion. The criteria pollutants or precursors to criteria pollutants are: nitrogen oxides (NOx), carbon monoxide (CO), sulphur dioxide (SO_2), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM_{10}). Fugitive dust is made up of particulate matter including PM_{10}.

Construction emissions would occur in short-term and temporary phases, but they could still cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM_{10} control measures for construction activities. The project would include these measures to reduce the effects of construction activities to an insignificant level. (See Mitigation Measure 1, p. 54 below.) Therefore, it would not cause significant construction-related air quality effects. The EIR will not address these effects further.

Traffic Emissions. Potential air quality impacts from the proposed project could occur due to increased traffic throughout the region. Region-wide emissions will be assessed in the EIR and compared to the BAAQMD's significance thresholds for regional impacts. Also of concern are CO emissions and the possibility of exceeding CO standards at congested intersections and nearby sensitive receptors. The impact of vehicular CO emissions on local ambient air quality will be assessed in the EIR. CO concentrations will be estimated for existing, future-without-

project, and future-with-project conditions. The results of the analysis will be compared to state and federal ambient air quality standards to evaluate impacts.

Exposure to Toxic Air Contaminant Emissions/Objectionable Odors

The proposed project includes an addition to the existing Stonestown Galleria shopping center, an apartment community, a senior assisted-living housing complex, and parking. These uses could require operation of natural gas fired boilers or chillers that could emit trace quantities of toxic air contaminants, but they are not expected to have the potential to generate toxic air contaminants in substantial amounts or any objectionable odors. Therefore, the EIR will not discuss this issue further.

Wind Effects

The proposed project would add new structures to the project site, including a residential building that would be 130 feet in height. The height of other proposed structures would range from 40 to 55 feet. Donald Ballanti, a consulting meteorologist, analyzed the probable wind impacts of the proposed project.[20] Winds along the western edge of San Francisco are generally from a southwesterly to westerly direction off the Pacific Ocean. To provide a comfortable wind environment for people in San Francisco, the City established specific pedestrian comfort and hazard criteria to be used in the evaluation of proposed buildings in certain areas of the City in and near Downtown. These standards do not apply to the Stonestown Galleria area, however, this analysis evaluates the proposed project's potential to create hazardous wind conditions.

[20] Donald Ballanti, *Wind Impact Evaluation of the Proposed Stonestown Galleria Expansion and Village Project, San Francisco*, August 16, 2001. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

According to the analysis, the Stonestown Galleria addition, assisted-living facility and the bulk of the apartment community would be low-rise in nature (less than 50-feet-tall) and, given the nature of the surrounding cityscape, would not have any potential for adverse wind impacts.

The analysis therefore examines the potential wind impacts of the proposed 130-foot-tall residential tower. The site of the proposed residential tower is sheltered from wind by a dense forest of trees located in Rolph Nicol Park and on the western part of the project site that is proposed to remain undeveloped. These trees, which would be preserved, limit the strength of approach winds at the lower levels of the atmosphere.[21] The proposed tower does not offer a broad continuous face to intercept prevailing southwesterly winds. The tower would be relatively slim in profile and the wind-exposed building face would be curved in shape rather than bluff. Additionally, the western face of the highrise structure is discontinuous both horizontally and vertically, which tends to result in several weaker wind accelerations rather than a single, stronger wind acceleration.[22] Upon consideration of the exposure, and massing and orientation of the highrise structure's design, the analysis concludes that the proposed project does not have the potential to cause significant change to the wind environment in pedestrian areas adjacent to or near the site, and it would not have the potential to cause hazardous wind accelerations in pedestrian spaces.

Wind effects will not be discussed in the EIR.

Shadow Effects

Section 295 of the City Planning Code was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year

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[21] Ibid, p. 2.

[22] Ibid, pp. 2-3.

round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 ft. unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department. The analysis compared the project to the existing condition, but excluding the pine and eucalyptus trees adjacent to Rolph Nicol Park, that currently shade the property. This analysis determined that the project shadow would create net new shade on Rolph Nicol Park. The residential tower could also shade the far eastern edge of Harding Park, immediately west of Lake Merced Boulevard, but would not shade any other public areas subject to Section 295. (A copy of the shadow fan analysis is available for review in the project file at the Planning Department at 1660 Mission Street.) The extent and effect of shadows on Rolph Nicol Park and Harding Park will be discussed in the EIR.

7.	**Utilities/Public Services** - Could the project:	Yes	No	Discussed
a.	Breach published national, state or local standards relating to solid waste or litter control?	_	X	X
b.	Extend a sewer trunk line with capacity to serve new development?	_	X	_
c.	Substantially increase demand for schools, recreation or other public facilities?	_	X	_
d.	Require major expansion of power, water, or communications facilities?	_	X	X

The proposed project is on a site that is currently served by fire, police, schools, solid waste collection, recreational facilities, water, gas, and electricity. The project proposes to increase the existing amount of retail and residential uses and would increase the demand for and use of public services and utilities on the site and provide open space. It would increase water and energy consumption, but not in excess of amounts expected and provided for in this area.

Therefore, the project would result in a less-than-significant impact on public services and utilities.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997; therefore, the landfill will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with project construction and operation would not substantially affect the foreseeable life of the Altamont Landfill; therefore, the EIR will not further discuss the issue of solid waste generation.

Sewer and Wastewater Treatment Plant Capacity

The site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. An existing 36-inch-diameter sewer line, located at the west edge of the property (Lot 22), would require relocation for construction of the residential units; effects of the relocation will be discussed in the EIR. Wastewater treatment for the west side of the City is provided by the Oceanside Water Pollution Control Plant near the San Francisco Zoo. The project would meet any wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[23] The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since stormwater runoff contributes greatly to the total flow and the site is already paved (resulting in maximum stormwater flows). For these reasons, the EIR will not evaluate demands on wastewater treatment facilities further.

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[23] City and County of San Francisco, *Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended)*, January 13, 1992.

Public Services

Police and Fire Protection. The project site presently receives police and fire protection services, and the project would create additional demand for these services in the area. Fire station, Station 19 is at the intersection of Winston Drive and Buckingham Way, immediately southwest of the project site. The proposed project is within the Taraval Police District, and the project area is patrolled 24 hours a day by radio-dispatched patrol cars of the San Francisco Police Department. The Stonestown Galleria shopping center is also patrolled by Stonestown's private security force.[24] Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire and police protection services in the Stonestown-Park Merced and Taraval areas. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons the EIR will not discuss further police or fire protection services.

Power and Communications Facilities

The project site is already served by power and communication facilities. The new buildings would require typical utility connections and could tap into existing power and communications grids. Therefore, no new power or communications facilities would be necessary as a result of project implementation, and the EIR will not discuss this issue further.

The proposed project would increase demand for and use of energy, but not in excess of amounts expected and provided for in this area. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is

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[24] City and County of San Francisco, *Stonestown Shopping Center Renovation and Expansion Final EIR*, (Case No. 83.98E), certified August 7, 1986, Appendix A-Initial Study, p. A-17.

thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2003-2004; therefore, additional generating facilities may have been completed by the time the project is in operation. The project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

Water Supply Facilities

The project would consume about 61,500 gallons of water per day,[25] which would be about 58,950 gallons per day more than the estimated current consumption of about 1,250 gallons per day[26] on the project site. This would incrementally increase the demand for water in San Francisco, but not at a level that is significant in the overall context of the City. In addition, the new construction would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by the San Francisco Building Code Section 402.0(c). The San Francisco Water Department will be contacted regarding adequacy of water supplies to meet the needs of the project.

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[25] City and County of San Francisco, Planning Department, *Mission Bay Final EIR, 86.505EMTZ,* August 12, 1988, *Volume 3 Appendices,* p. XIV.D.38, Table XIV.D.35. The Mission Bay Water Demand Calculations, 2000, estimate a demand factor of 75 gallons per day per resident for residential uses, and a demand factor of 95 gallons per day per 1,000 sq.ft. for retail uses.

[26] The current consumption of water at the project site is from the existing 13,000 sq.ft. cinema. A demand factor of 95 gallons per day per 1,000 sq.ft. was used to estimate the cinema's water consumption.

In addition, it is expected that the project would use less potable water in the future when the City's reclaimed water system comes on line. The project site is within the Westside Reclaimed Water Use Area designated by Section 1029 of the Reclaimed Water Use Ordinance (approved November 7, 1991), which added Article 22 to Part II, Chapter X of the San Francisco Municipal Code (Public Works Code). Under this Ordinance, non-residential projects over 40,000 sq.ft. that require a site permit, building permit or other authorization, and are located within the defined area, must provide for the construction and operation of a reclaimed water system for the transmission of the reclaimed water within buildings and structures or otherwise demonstrate the ability to retrofit the project building when the City builds its reclaimed water system. To comply with the Ordinance, the buildings would be designed with separate plumbing to service uses (e.g. toilets and urinals) that could employ reclaimed water.

The project would not result in a substantial increase in water use, and would not result in a significant impact; therefore, the EIR will not discuss water supply facilities further.

8. **Biology** - Could the project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	_	X	_
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	X	_
c. Require removal of substantial numbers of mature, scenic trees?	_	X	_

The project site is completely covered by surface parking and an existing building (cinema), and does not support or provide habitat for any rare or endangered wildlife or plant species. No other important biological resources exist on the project site. The proposed project would include landscaping improvements for the proposed open space areas, including street trees and plants. Existing trees to the west and the northwest of the site would be preserved, with a few

trees being removed only as necessary for replacement of the sewer line on the south side of the apartment community. Therefore, this topic will not be discussed in the EIR.

9.	**Geology/Topography** - Could the project:	Yes	No	Discussed
a.	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	__	X	X
b.	Change substantially the topography or any unique geologic or physical features of the site?	__	X	__

The project site generally slopes downward from east to west, with ground surface elevations varying from about 150 to 125 feet. According to a preliminary geotechnical report by Treadwell and Rollo, Inc. dated September 12, 2000, subsurface soil consists of varying depths of sand and ravine fill, sand and gravel (from grading during construction of the Stonestown Shopping Center in the 1950's), and medium-dense sands of the native Colma formation.[27]

Previous geotechnical investigations for the adjacent Stonestown Galleria mall east of Buckingham Way indicated the presence of groundwater at depths of approximately 87 to 100 feet below ground surface. The Treadwell and Rollo report notes that no groundwater was encountered in borings to a depth of 66.5 feet.

The proposed project would include market-rate housing, including low-rise wood-framed residential units and a 12-story residential tower, both over a one-level, below-grade concrete parking garage. The parking level would require excavation to a depth of about 10 feet below street grade. The project would also include a two-story retail addition to the Stonestown Galleria over one level of below-grade parking, and a five-level above-grade parking structure

[27] Treadwell & Rollo, *Preliminary Geotechnical Report, Stonestown Village, San Francisco, California,* September 12, 2000, p. 4. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

for retail uses. Most project buildings would be four stories or less and would use shallow foundations with either mat or interconnected grid foundations, neither of which include pile driving. The residential tower is expected to use either a deep foundation system with either steel or Tubex piles, or a shallow foundation supported on soil-cement columns. (The steel piles would require pile driving.) Construction of the soil-cement columns would involve substantial amounts of drilling, but would not involve pile driving. The project would not substantially change the topography or any unique geologic or physical feature on the site.

Due to the composition of the subsurface soil, and the proximity of the San Andreas and Hayward faults, the report states that the site will experience strong ground shaking during a large earthquake on either fault. The project site is located in an area of probable liquefaction identified on Map 4 of the Community Safety Element of the *San Francisco General Plan.* The preliminary geotechnical report indicates that the potential for liquefaction is low because of the type of sandy soil and the depth to groundwater. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project pursuant to the State Seismic Hazards Mapping Act, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

The project includes mitigation measures (see Mitigation Measure 2 on pp. 54-55) to facilitate Building Code compliance and reduce potential geological hazards.

Based on the above discussion, the project would not have significant geotechnical effects, and no further discussion is necessary in the EIR.

10.	**Water** - Could the project:	Yes	No	Discussed
a.	Substantially degrade water quality, or contaminate a public water supply?	_	X	X
b.	Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_	X	X
c.	Cause substantial flooding, erosion or siltation?	_	X	X

Water Quality

The project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed buildings and stormwater runoff from the project site would be collected and treated at the Oceanside Water Pollution Control Plant prior to discharge to the Pacific Ocean through the four-mile-long Southwest Ocean Outfall. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. The project would comply with all local wastewater discharge requirements reducing any impacts upon water quality to less-than-significant levels. See p. 33 for a discussion of sewer and treatment plant capacity. See "Flooding, Erosion, and Siltation" below for a discussion of water quality during construction.

Groundwater Resources

The project would include excavation to about 10 feet in depth to accommodate up to one level of underground parking. Since previous geotechnical investigations for the adjacent Stonestown Galleria mall east of Buckingham Way indicated the presence of groundwater at depths of approximately 87 feet to 100 feet below ground surface, and the Treadwell and Rollo report notes that no groundwater was encountered during the boring investigation to a depth of 66.5 feet, it is not expected that dewatering would be required for this project.

No use of groundwater currently exists on the site. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge.

Flooding, Erosion and Siltation

The site is presently covered with buildings and paved parking lots; therefore, the project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would continue to flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements. Soil would be exposed during site preparation, but because the project site is relatively flat, the potential for substantial flooding, erosion, or siltation would be low.

Based on the above discussion, the EIR will not include further analysis of hydrology and water quality issues.

11.	**Energy/Natural Resources** - Could the project:	Yes	No	Discussed
a.	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_	X	X
b.	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_	X	_

Energy Use

The project includes new residential units, retail space and parking areas. Development of these uses would not result in use of large amounts of fuel, water or energy. The project demand would be typical for a project of this scope and nature and would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources. No substantial environmental effects are expected from the proposed project, and energy consumption will not be discussed further in the EIR.

Natural Resource Use

The project would use natural gas and coal fuel to generate the electricity for the project. The project would not use substantial quantities of other non-renewable natural resources. It would not use fuel or water in an atypical or wasteful manner. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic does not require further analysis in the EIR.

12. **Hazards** - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_	X	X
b. Interfere with emergency response plans or emergency evacuation plans?	_	X	X
c. Create a potentially substantial fire hazard?	_	X	X

Hazardous Materials Use

The project site and adjacent properties were not referenced on the Standard Environmental Record sources reviewed.[28] However, two current tenants and one former tenant in the Stonestown Galleria are listed on the State HazNet database as generators of spent photographic solutions. Currently, Picture People stores a 55-gallon drum and Ritz Camera stores two 30-gallon drums of spent photographic solutions, that are removed weekly and bi-weekly, respectively. PDQ One Hour Photo also stored drums of spent photographic solutions but they are no longer a tenant and the chemicals have been removed.[29] Another former tenant, Petrini's Market in the Annex Building, is listed on the State HazNet database for asbestos-containing materials.[30] The asbestos was removed from this site during remodeling and the building is now occupied by Borders Books, Copeland Sports and others.

The proposed project would involve new retail, residential and parking uses that would require relatively small quantities of hazardous materials for routine business and household purposes. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use by the project would not pose any substantial public health or safety hazards related to hazardous materials.

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[28] P&D Consultants, Inc., *Expanded Phase I Environmental Site Assessment, Stonestown Galleria, 19th Avenue and Winston Drive, San Francisco, California 94132,* November 9, 2000 (hereinafter "P&D Consultants, *Expanded Phase I*"), p. ii. Standard Environmental Record sources are required to be reviewed under ASTM Standard E1527-00. Federal and State ASTM Standard E1527-00 records are listed in Section 1.2.3(a) on pp. 12-13. This report is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

[29] Ibid., p. ii.

[30] Ibid., p. ii, 12 and 25.

Soil and Groundwater

Historical activities at the project site and in its vicinity could have resulted in the release of contaminants into the soil and groundwater. An expanded Phase I Environmental Site Assessment[31] has been prepared for the property that comprises the site. A Phase I Environmental Assessment Report and a Phase II Environmental Investigation[32] were also prepared for portions of the project site in 1988. These reports list current and past operations, review environmental agency databases and records, report site reconnaissance observations, and summarize potential contamination issues that warrant further investigation. The information available in the expanded 2000 Phase I Environmental Site Assessment; and the 1988 Phase I Environmental Assessment Report and Phase II Environmental Investigation is summarized below.

Historically, prior to the development of the Stonestown Galleria in the early 1950s, the project site was mainly undeveloped land and sand dunes.[33] Historic topographic maps indicate that the project site is situated on an east-west trending ravine that traversed both the Stonestown Galleria area and the residential portion of the project site.[34] The ravine was reportedly filled by excavating the south end of the lower lot in the area now occupied by Stonestown Galleria and placing soil (compacted during placement) in the ravine. Groundwater was locally encountered at depths of approximately 87 to 100 feet below ground surface; it is generally expected to flow

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[31] P&D Consultants, *Expanded Phase I.*

[32] Levine-Fricke, *Phase I Environmental Assessment Report, Stonestown Shopping Center, San Francisco, California*, June 15, 1988 (hereinafter "Levine-Fricke, *Phase I"*).; and Levine-Fricke, *Phase II Environmental Investigation Stonestown Shopping Center, San Francisco, California*, June 21, 1988 (hereinafter "Levine-Fricke, *Phase II"*). These reports are on file with the Planning Department, 1660 Mission Street, San Francisco, and are available for public view as part of the project file.

[33] P&D Consultants, *Expanded Phase I*, p. i. The site was originally zoned "first residential" in 1935, although only one small house was on the property in 1935. The 1946 records show it was privately owned land of the Lakeshore Country Club Acres. See also Levine-Fricke, *Phase I*, p. 4.

[34] Treadwell & Rollo, *Preliminary Geotechnical Investigation, Stonestown Village, San Francisco, California*, September 12, 2000, p. 2. Figure 2 of the report shows that the centerline of the ravine runs roughly through the middle of the residential portion of the project site.

west.[35] This suggests that former activities conducted at areas to the east of the site have the highest potential to adversely impact soil and groundwater beneath the site.

Soil and Groundwater On-Site. The original Stonestown Shopping Center was constructed in 1951 where the eastern part of the Galleria now stands. The area presently occupied by the United Artists Twin Cinema at 501 Buckingham Way on the project site was the site of a Chevron/Standard Oil station from 1955 to 1970.[36] There is no evidence as to whether the underground storage tanks (USTs) for the former gas station were removed from the site prior to construction of the cinema. However, it is unlikely that the tanks remain under the cinema, as they would have interfered with the foundations of the cinema.[37] Four shallow soil borings were drilled in front of the cinema in June 1988 to investigate subsurface conditions in the estimated vicinity of the previous USTs.[38] Technical investigation of this area revealed that the soils beneath the cinema appeared to be free of petroleum hydrocarbons in the presumed vicinity of the previous gasoline and waste oil tanks.[39] Because the possibility of contaminated soils cannot be discounted, a mitigation measure is included in the project to conduct tests if discolored or odorous soil is encountered (see Mitigation Measure No. 3).[40]

The currently vacant one-story building at 555 Buckingham Way on the project site, north of the Stonestown Galleria and east of the residential component of the project was formerly occupied

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[35] Levine-Fricke, *Phase I*, p. 3. According to this report, the direction of groundwater flow in the area is likely to be influenced by Lake Merced and local topography. P&D Consultants, *Expanded Phase I*, p. iii. According to this report, a map attached to Chevron's access agreement with Pacific Acquisition Corporation, depicts groundwater flow to the west-northwest toward the Pacific Ocean.

[36] P&D Consultants, *Expanded Phase I*, p. iii.

[37] Marc D. Cunningham, REA, President, AllWest Environmental Inc., letter to Shelby Campbell, A.F. Evans Development, September 10, 2001 (hereinafter "Marc D. Cunningham letter of September 10, 2001"). This letter is on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file

[38] Levine-Fricke, *Phase II*, p. 3.

[39] Ibid., p. 14.

[40] Marc D. Cunningham's letter, September 10, 2001.

by the Auto-torium and subsequently occupied by Grand Auto Automotive Supplies and Service Center between 1960 and 1988. Tests of soil samples from beneath the vacant building indicated localized areas of near-surface soils containing waste oil or elevated petroleum hydrocarbon concentrations.[41] The elevated concentrations were present between depths of six and ten feet; however, the migration potential of the oil in soil was anticipated to be relatively low. The foundations for the one-story neighborhood commercial building proposed for this part of the project site are not expected to extend to a depth of six feet; therefore if petroleum hydrocarbons remain in the soil, they would not be disturbed by project construction and would be capped by the new foundation. It was recommended that a groundwater monitoring well be installed outside and downgradient of this area to confirm that migration of waste oil was limited to soils near the former service center's hydraulic lift, and to confirm that the groundwater was not impacted. As groundwater is found at depths below 85 feet, it is not expected that project excavation would encounter groundwater. Therefore, the project is not expected to be required to carry out any special groundwater monitoring or disposal measures during construction.

The following hazardous materials and wastes were observed during a site walk in November 2000.[42] An abandoned 50-gallon aboveground storage tank (AST) was located by the emergency generator in the mechanical room west of Stonestown Galleria, adjacent to the proposed location for the retail component of the project. A 1,000-gallon Convault AST has replaced the abandoned unit. It is filled with diesel for the emergency generator and is located in a fenced area next to the mechanical room. Next to the abandoned AST, there were five 55-gallon steel drums of diesel fuel. The drums were left over from when the 50-gallon AST was the main storage tank. Since the November 2000 report was completed, the 55-gallon drums and the abandoned AST have been removed from the site and disposed of according to state and federal regulatory requirements.

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[41] Levine-Fricke, *Phase II*, p. 15.

[42] P&D Consultants, *Expanded Phase I*, p. iii and p. 10.

Soil and Groundwater Off-site: The former Lucas Cadillac Dealership's auto repair service and repair center occupied the basement of the four-story office building at 595 Buckingham Way northwest of the project site from 1952 to 1986. Groundwater contamination from this off-site building could have impacted the groundwater beneath the project site.[43] Technical investigation identified several features of this auto service and repair center as potential environmental concerns. Leakage from the former underground gasoline tank or piping has impacted subsurface soils and groundwater in the vicinity of the tank. Field observations and laboratory results from 1988 indicated that two other tanks associated with this dealership showed no indication of significant leakage of waste oil or lube oil; it was recommended that the then-existing USTs be brought into regulatory compliance.[44]

According to an investigation by AllWest Environmental prepared for the 595 Buckingham Way site in August 2001, the three USTs were closed in place at the former Cadillac Dealership in 1989.[45] The former dealership's repair center waste oil sump and clarifiers were inspected and cleared of all remaining waste oil and wastewater. Inspection of the waste oil sumps indicated the potential for previous leakage was low.[46] The 1988 Levine-Fricke Phase II Environmental Investigation recommended that groundwater monitoring wells be installed downgradient of this area. Two monitoring wells were installed in 1989; results showed petroleum-related chemicals in groundwater near the dealership, and no petroleum hydrocarbons in the other well, located near the Good Guys store on the project site. A groundwater monitoring report dated October 2000 indicates two water samples were analyzed in September 2000, taken from wells installed

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[43] Ibid., p. iii.

[44] Levine-Fricke, *Phase II*, pp. 7 and 15, citing SCS Engineers, Dublin, *Environmental Site Assessment of Cadillac Dealership, San Francisco, California,* May 1988.

[45] AllWest Environmental, Inc., *Subsurface Investigation, Stonestown Galleria Medical Office Building, 595 Buckingham Way, San Francisco, California*, August 17, 2001, p. 5. (Hereinafter, "AllWest, *Subsurface Investigation, 595 Buckingham Way*".) A copy of this report is on file and available for public view in the San Francisco Department of Public Health in the Hazardous Materials-Local Oversite Program offices at 1390 Market Street; a copy of the text and tables from this report is also on file with the Planning Department, 1660 Mission Street, San Francisco, and is available for public view as part of the project file.

[46] Levine-Fricke, *Phase II,* p. 15.

in 1989; the samples contained up to 54,000 parts per billion (ppb) total petroleum hydrocarbons (TPH) as diesel near the dealership, and 15,000 ppb TPH as gasoline and 140 ppb benzene near the Good Guys.[47]

The two monitoring wells were re-installed in 2001, and new wells were developed near the locations of the USTs at the former dealership, east and north of the project site.[48] One of the re-developed wells is on the project site in the parking lot adjacent to the Good Guys store, and encounters groundwater at about 85 feet below ground surface. The AllWest August 2001 report summarizes results from prior tests as well as results from their current tests. The results reported in October 2000 (samples were taken in September 2000) showed chemicals in groundwater near the former dealership and in the Good Guys parking lot, as reported above, but no chemicals in earlier samples in 1989. The more recent samples tested by AllWest show very small amounts of TPH gasoline and diesel (130 ppb and 62 ppb, respectively) in January 2001 and no detectable chemicals in July in groundwater from the well located in the Good Guys parking lot on the project site.[49] The AllWest report suggests that petroleum hydrocarbons detected in groundwater in this well in September 2000 probably originated from surface runoff leaking into the well, supported by observations of runoff water with a hydrocarbon sheen in the vault box around the top of the well at the time of the January 2001 sampling.[50] Therefore, it is not expected that groundwater on the project site contains reportable levels of petroleum hydrocarbons.

The monitoring well closest to the former USTs on the dealership site encountered groundwater at about 25 feet, considerably shallower than any other test on or near the project site. This well

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[47] P&D Consultants, *Expanded Phase I*, p. 20, citing Lowney Associates, *Ground Water Quality Evaluation, 595 Buckingham Way, San Francisco, California*, October 27, 2000, (included in Appendix E of the P&D Consultants, *Expanded Phase I*).

[48] AllWest, *Subsurface Investigation, 595 Buckingham Way*, pp. 1-2.

[49] Ibid., pp. 7 and 17, and Table 2, p. T-2.

[50] Ibid., pp. 7 and 20.

has continued to evidence contamination with petroleum hydrocarbons in all tests from 1989 through 2001. The AllWest report finds that this groundwater is an isolated (perched) water bearing zone that is not connected to the aquifer under the project site that is 85 to 96 feet below ground surface.[51] Therefore, chemicals in groundwater adjacent to the project site are not expected to affect soil or groundwater on the project site.

Soil and Groundwater Summary. It does not appear that groundwater beneath the project site contains elevated levels of chemicals. Since groundwater at the project site is found at depths below 85 feet and the project would require excavation only to a depth of about 10 feet below ground surface in some locations, it is not expected that project excavation would encounter groundwater.

From the results of a 1988 soil investigation, it appears that the area in the vicinity of the proposed residential component of the site (currently occupied by the cinema) is free of petroleum hydrocarbons. Because the residential component would include excavation down to about 10 feet for a parking garage, and part of the site could have chemicals in the soil if USTs from the former Chevron Station, a mitigation measure to monitor soils in the vicinity of that station is included (See Mitigation Measure 3, pp. 55-56).

Tests of soil samples from beneath the vacant building at 555 Buckingham Way indicate waste oil and elevated petroleum hydrocarbon concentrations were present between depths of six and ten feet. The project would include shallow excavation for the foundations of the proposed retail buildings relatively close to the 555 Buckingham Way property. Therefore, although the migration potential of the oil in soil is anticipated to be relatively low, the project would include a mitigation measure for this. Accordingly, the project includes a measure (see Mitigation Measure 3, pp. 55-56) for soil monitoring and testing during excavation, and appropriate disposal of any contaminated soils according to local, state and federal requirements prior to

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[51] Ibid., pp. 18-19.

building construction. With this measure, impacts from potential chemicals in soil would be reduced to less-than-significant levels.

Building Materials

The existing buildings at the project site were constructed between 1970 and 1989, although the Stonestown Shopping Center was originally developed under City Planning Commission Resolution 3721, adopted March 16, 1950.[52] In the past, asbestos, PCBs, and lead were commonly installed in such materials as fire proofing, fluorescent light ballasts, and paint. Mercury is common in electrical switches and fluorescent light bulbs. Therefore, some of the buildings on site may contain hazardous materials, such as asbestos, polychlorinated biphenyls (PCBs), lead, mercury, or other hazardous materials. If such hazardous materials exist in a building when it is demolished, they could pose hazards to workers, neighbors, or the natural environment.

The 1970 cinema building would be demolished as part of the project. It is possible that asbestos-containing materials may be found within this cinema building during demolition.[53] While asbestos was not detected in the various site assessments,[54] if it is found, state and local laws and regulations control its removal. It is possible that lead may be found in the cinema building, because buildings constructed prior to 1979 are assumed to contain lead-based paint. However, according to the P&D Environmental Services Expanded Phase I report, significant

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[52] City and County of San Francisco Department of City Planning, *Stonestown Shopping Center Renovation and Expansion Environmental Impact Report*, certified August 7, 1986, p. 33.

[53] P&D Consultants, *Expanded Phase I*, p. iv. Acoustical ceiling material in the movie theater could not be sampled for asbestos without visibly damaging it.

[54] Ibid., p. iii. Asbestos was not detected in the nine samples from the Stonestown Galleria main mall building that were submitted for analysis by the P&D Consultants for their 2000 report.

sources of paint were not observed during the assessment.[55] Major sources of PCBs were not observed on the project site.[56]

The project includes a mitigation measure (see Mitigation Measure 3, pp. 55-56) intended to reduce the potential health risks associated with building materials containing asbestos, PCBs, lead, mercury, or other hazardous materials by securing the investigation, removal, and disposal of these materials prior to building demolition.

The measure would ensure compliance with existing regulations applicable to the management of any potentially hazardous building components. For example, the Bay Area Air Quality Management District regulates airborne asbestos and is to be notified ten days in advance of any proposed demolition. It randomly inspects asbestos removal operations. The California Division of Occupational Safety and Health is also to be notified of asbestos abatement operations. It oversees requirements placed on asbestos abatement contractors whenever asbestos-related work involves 100 sq. ft. or more of asbestos-containing material.

Because buildings constructed prior to 1979 are assumed to contain lead-based paint, demolition activities involving lead-based paint are to comply with Chapter 36 of the *San Francisco Building Code*. The ordinance requires that containment barriers be at least as protective of human health and the environment as those in the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards* promulgated by the U.S. Department of Housing and Urban Development.[57] PCBs are regulated under the Federal Toxic Substances Control Act of 1976, and mercury is regulated as a hazardous waste. These existing laws and regulations would help to ensure the health and safety of workers, neighbors, and the natural environment during the construction period for the proposed project.

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[55] Ibid., p. iii.

[56] Ibid., pp. 16-17.

[57] U.S. Department of Housing and Urban Development, *Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing*, June 1995 (Chapter 7 revised 1997).

Based on compliance with these laws and regulations and on mitigation included in the project, no significant impacts would occur as a result of building demolition.

Emergency Response Plans

No interference with emergency response plans or emergency evacuation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issued final building permits. Occupants of the proposed project would contribute to congestion if an emergency evacuation of the Stonestown area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, construction of the residential tower would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as DBI), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside

development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

Potential health and safety issues related to potentially contaminated building components, contaminated soil and groundwater, and future use of hazardous materials on site would be reduced to less-than-significant levels, with implementation of the mitigation measure identified on pp. 55-56 that is included in project development. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13.	**Cultural** - Could the project:	Yes	No	Discussed
a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	_	X	X
b.	Conflict with established recreational, educational, religious or scientific uses of the area?	_	X	_
c.	Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_	X	X

Archaeological Resources

In two locations beneath the apartment community and new retail addition, the proposed project would require excavation to a depth of about ten feet below ground surface for one level of below-grade parking. If archaeological resources are unexpectedly encountered during project excavation or during other construction, the project sponsor would implement Mitigation Measure 4 - Archaeological Resources, pp. 56-57, to reduce the potentially significant disturbance, damage, or loss of archaeological resources to a level of non-significance.

According to the 1976 Final EIR, *Proposed Stonestown Shopping Center Renovation Project, San Francisco, California*, "a survey of archaeological site files showed that there are no known archaeological sites in the immediate vicinity of the proposed project."[58]

Archaeological resources will not be discussed further in the EIR.

Historic Architectural Resources

The project site and vicinity does not include structures identified as historic architectural resources by the San Francisco Planning Code and other surveys. None of the buildings on site have been officially designated as City landmarks or listed on the National Register of Historic Places, and none of them are subject to the provisions of Article 10 or 11 of the City Planning Code. No other structures in the immediate area have been identified for their potential architectural, historical, or cultural significance. Therefore, historic architectural resources will not be discussed further in the EIR.

OTHER - Could the project:	Yes	No	Discussed
Require approval and/or permits from City Departments other than the Planning Department or the Department of Building Inspection, or from regional, state, or federal agencies?	X	_	X

The Recreation and Park Commission would provide a recommendation to the Planning Commission regarding shadows on parks under Section 295. Amendment of the Zoning Map to change the height district from 40 feet to 130 feet would require approval by the Board of Supervisors.

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[58] City and County of San Francisco Department of City Planning, *Stonestown Shopping Center Renovation and Expansion EIR*, p. A-22, citing the Final EIR, *Proposed Stonestown Shopping Center Renovation Project, San Francisco, California*, (Case No. EE76.74), certified October 14, 1976, p. 35.

A list of approvals and permits necessary for the project is presented in the Compatibility with Existing Zoning and Plans discussion above on pp. 15-16.

MITIGATION MEASURES	Yes	No	N/A	Discussed
1. Could the project have significant effects if mitigation measures are not included in the project?	X	_	_	X
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	X	_	_	X

Mitigation Measure 1: Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 2: Geology/Topography

- The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for

damage during construction, if recommended by the geotechnical engineer in the foundation investigations.

- The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

Mitigation Measure 3: Hazards

In addition to local, state, and federal requirements for handling hazardous materials, the project sponsor would undertake the following work and any additional requirements imposed by the Department of Public Health.

- Following demolition of the cinema building and prior to excavation in that area for the residential component of the project, project sponsor would arrange for instruction of the construction excavation crew by an appropriately-trained expert (such as a Registered Environmental Assessor (REA) or similarly qualified individual) on how to recognize discoloration or odors that could suggest hazardous chemicals during excavation in the area of the former Chevron Service Station. If discolored or odorous soils are encountered, samples would be tested for hazards prior to continuing excavation in that localized area.

- Disposal of excavated soils with elevated levels of hazardous chemicals would comply with existing local, state, and federal laws and regulations. A Site Health and Safety Plan would be prepared for the project. In addition to measures that protect on-site workers, the Health and Safety Plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, and appropriate site security, restriction of public access, and posting of warning signs, if appropriate. The

measure would apply from the time hazardous chemicals were identified through the completion of earthwork construction in areas of contaminated soil.

- Prior to any demolition or excavation at the project site, the project sponsor would conduct surveys to identify any potentially hazardous materials in existing buildings or building materials on the project site. At a minimum, these surveys would identify any asbestos, polychlorinated biphenyls, lead, mercury, or other hazardous materials that would require removal and disposal before demolition. These surveys would be completed by an REA or similarly qualified individual.

- The project sponsor would provide all reports and plans prepared in accordance with Mitigation Measure 3 to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed form the project site, and soil analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and the Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that all hazardous materials have been removed from the project site, and describing the steps taken to comply with this mitigation measure. Any verifying documentation would be attached to the report. The report would be certified by an REA or similarly qualified individual.

Mitigation Measure 4: Archaeological Resources

Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Major Environmental Analysis group in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) would be submitted to the Major Environmental Analysis group accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

ALTERNATIVES

The EIR will discuss several alternatives to the proposed project that would reduce or eliminate any significant environmental effects. The Alternatives will include the following:

1. No Project. The No Project Alternative is required by CEQA to be discussed in the EIR. The project site would remain in use as parking lots and cinema, with no changes in height limit or

subdivision of lots. The sewer would not be relocated. No additional retail or housing would be provided.

2. No Height Limit Change. This Alternative would not involve an amendment of the Zoning Map height district to increase the height limit from 40 feet to 130 feet in the area proposed for residential. Retail uses would be the same as with the project. The height of the residential buildings would be limited to 40 feet, resulting in 83 fewer units than with the project as proposed.

3. Residential Development at 50 Feet in Height. This Alternative would include a change in the height limit to permit residential uses at 50 feet, rather than 40 feet in height. This would result in approximately the same number of dwelling units as the proposed project. Retail uses would be the same as with the project.

4. Increased-Density Residential Development. This Alternative would include a mid-rise 80-foot-tall residential building at the northwest portion of the site adjacent to the proposed 130-foot tower. It would provide 46 more dwelling units than the proposed project. Retail uses would be the same as with the project.

MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_	X	_
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	X	_

		Yes	No	Discussed
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	_	X
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	X	_

The project may contribute to cumulative transportation and air quality impacts in the Bay Area. This will be discussed in the EIR.

ON THE BASIS OF THIS INITIAL STUDY:

__ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

_ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

X I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: October 17, 2001

Paul Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning